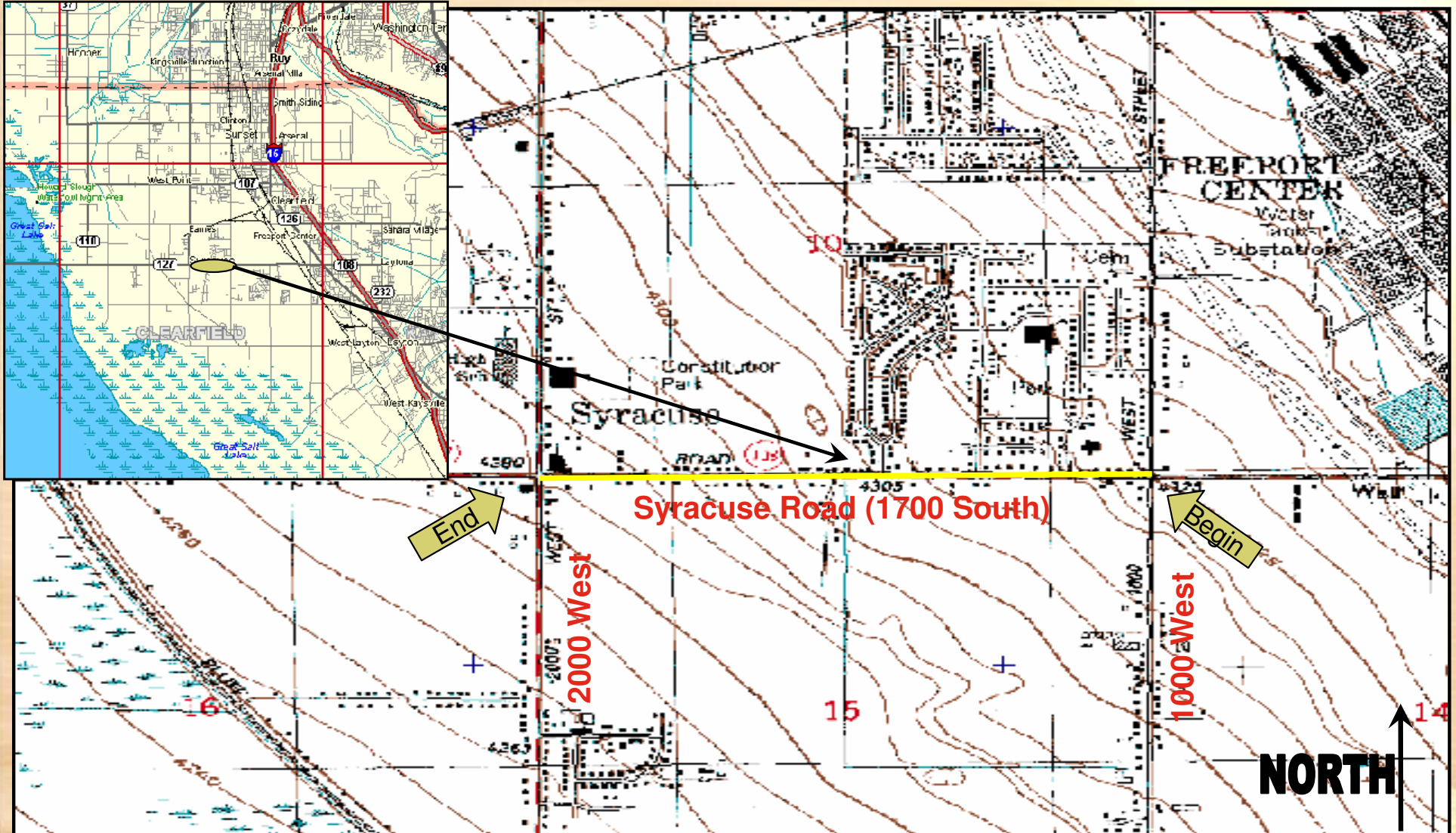


Purpose of This Meeting

- ♣ Continue public involvement
- ♣ Review project background, goals, and schedule
- ♣ Review comments received at Public Meeting No. 1 (held in December 2003)
- ♣ Review Project' Purpose and Need
- ♣ Discuss range of alternatives
- ♣ Obtain public input relating to alternatives currently being evaluated

Project Area



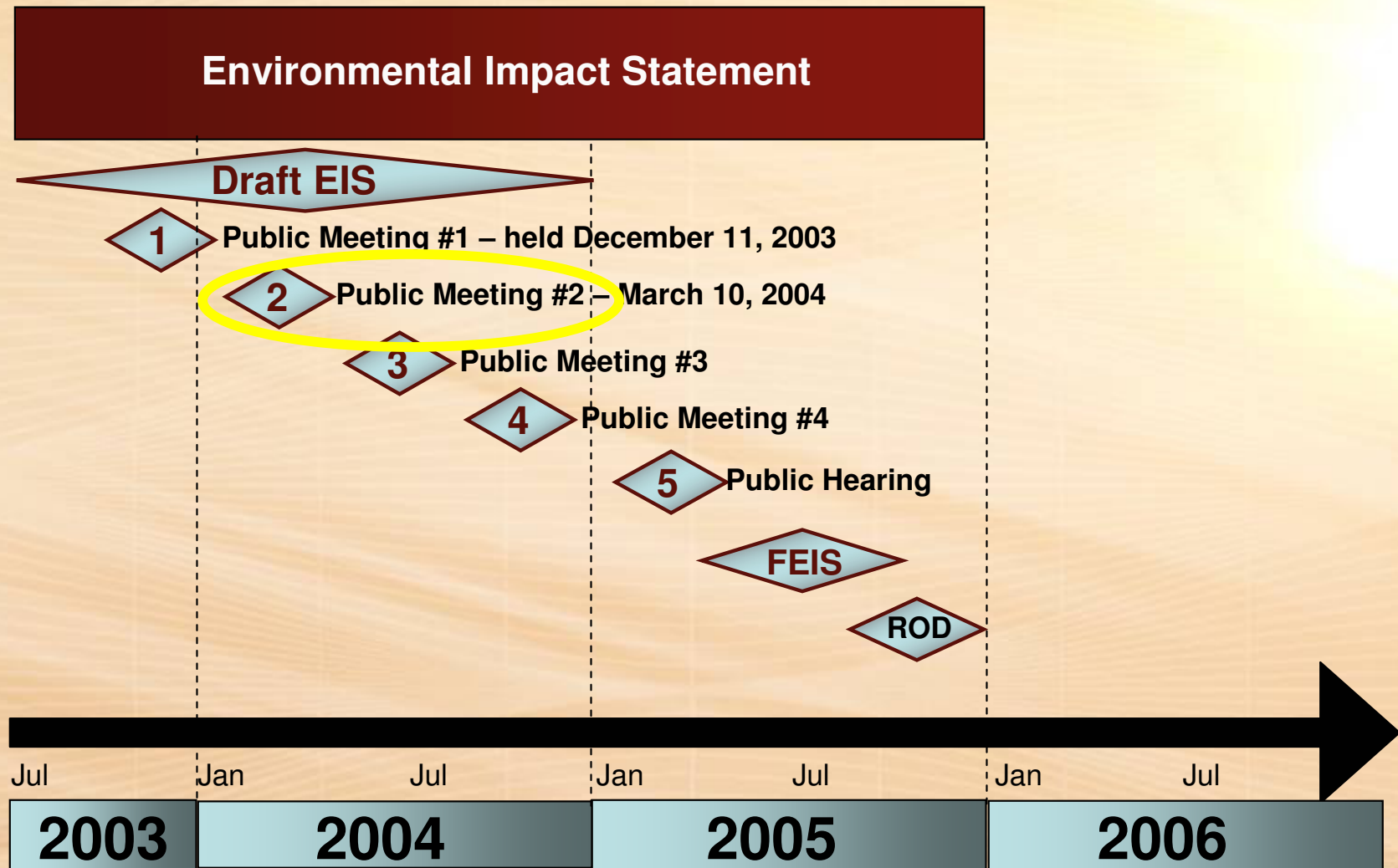
Project Background

- ♣ Syracuse Road (SR-108, 1700 South, or Antelope Drive) is the primary east-west corridor in Syracuse
- ♣ Wasatch Front Regional Council's (WFRC) Long Range Plan recommends capacity improvements for this segment of Syracuse Road:
 - ♣ Classifies roadway as an Arterial
- ♣ Syracuse City's Master Transportation Plan recommends improvements:
 - ♣ Recommends roadway be upgraded to an Arterial
- ♣ Syracuse Road provides a connection of I-15 with Antelope Island in the Great Salt Lake

Project Goals and Objectives

- ♣ Proactive public involvement, providing opportunities for all stakeholders
- ♣ Develop an accurate Purpose and Need
- ♣ Develop alternatives that meet the Purpose and Need and include Context Sensitive Solutions
- ♣ Identify the affected environment
- ♣ Identify environmental consequences
- ♣ Develop a concise, accurate, and defensible EIS
- ♣ Corridor Preservation through purchase of right of way (if a build alternative is selected)

Syracuse Road EIS Schedule



Overview for Public Meeting No. 1 held in December 2003

- ♣ The meeting was attended by over 34 individuals with five individuals giving written comments
- ♣ Summarized comments are:
 - ♣ The waiting game is already getting old - would be very helpful to see preliminary plans
 - ♣ Improvements are long overdue, Syracuse has grown beyond the existing road capacity
 - ♣ Road should be widened to the south side
 - ♣ Difficult to access the road during several hours in the afternoon
 - ♣ Road needs to be widened to five lanes at least
 - ♣ Traffic is terrible on this road, difficult to back out onto the road
 - ♣ A signal or pedestrian overpass is needed at Alison Way
 - ♣ Plan should include a bicycle path, parkstrips, and sidewalks
 - ♣ Increase the road to 3 lanes in each direction if possible

Overview for Public Meeting No. 1 held in December 2003

♣ Summarized comments (continued):

- ♣ This road is heavily traveled because it is Syracuse' s main east west arterial road and the only link to Antelope Island
- ♣ 6 lanes will be needed when Legacy is built & ties into 1700 S
- ♣ Take out the houses - don' t leave them without front yards
- ♣ Road should be wide enough for parking & room to back out
- ♣ The option to do nothing is not realistic as Syracuse continues to grow houses rather than crops of any sort
- ♣ This road is the main artery out and can' t handle traffic now
- ♣ Summer traffic increases with people going to Antelope Island
- ♣ An option to increase mass transit (busses) is also not realistic, as now when the buses stop all traffic behind it has to stop

Development of Purpose and Need

- ♣ This section of the EIS must identify and describe the proposed action and the transportation problem(s) or other needs which it is intended to address (40 CFR 1502.13)
- ♣ May include components relating to System Linkage, Capacity, Transportation Demand, Social Demands, Economic Development, Modal Interrelationships, Safety, and Roadway deficiencies

40 CFR § 1502.13 Purpose and need.

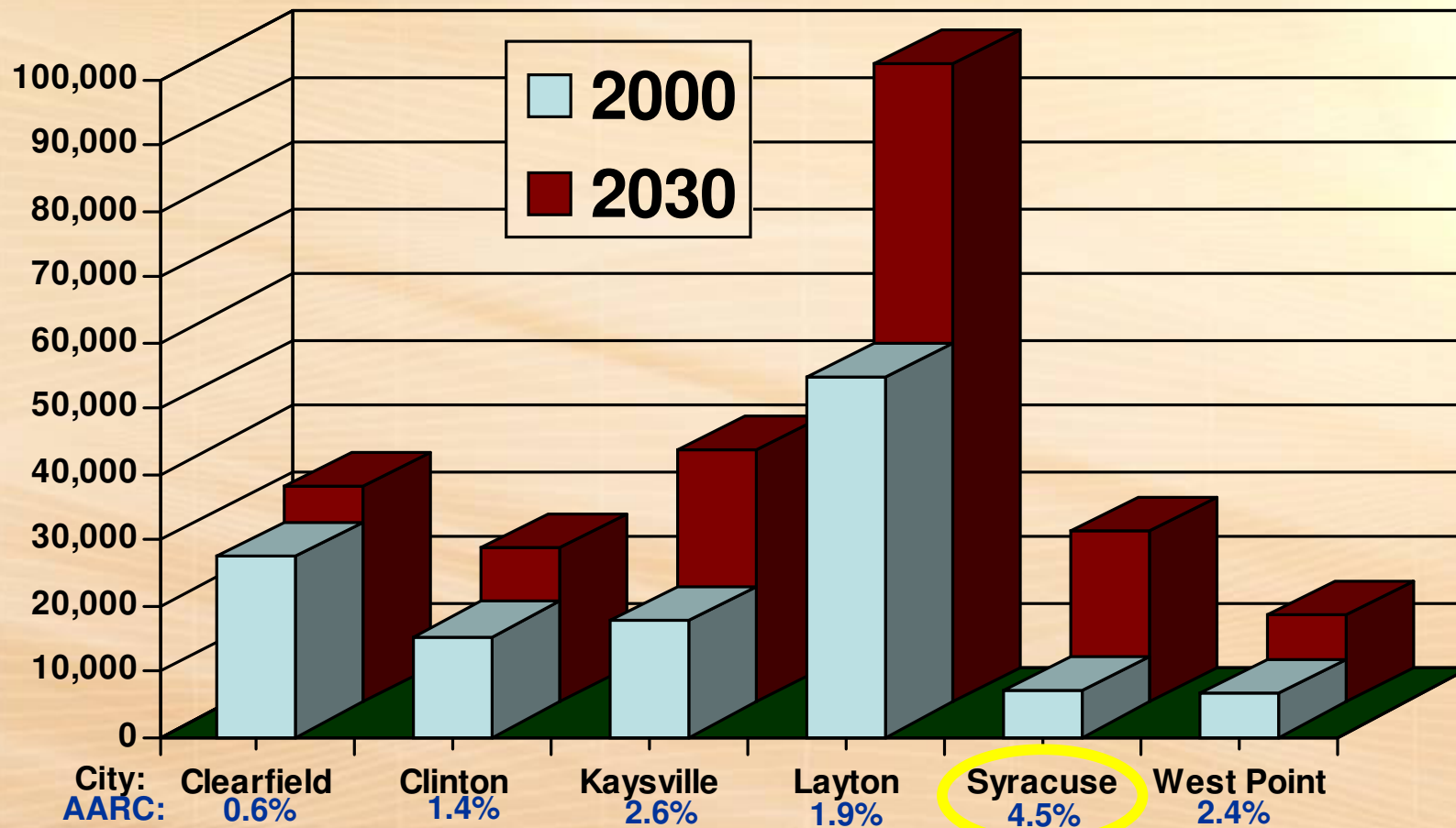
The statement shall briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action.

Purpose and Need

♣ Accommodate current and future east west travel demand

- ♣ Enhance operational characteristics of the corridor by upgrading corridor to current standards (adding medians, shoulders, curb and gutter, parkstrips, sidewalks, etc.)
- ♣ Improve operation of 1000 West and 2000 West intersections
- ♣ Enhance opportunities for multi-modal facilities by providing a roadway section that better accommodates transit (busses), bicycles, and pedestrian traffic
- ♣ Provide as close to LOS D or better as feasible for year 2030 traffic

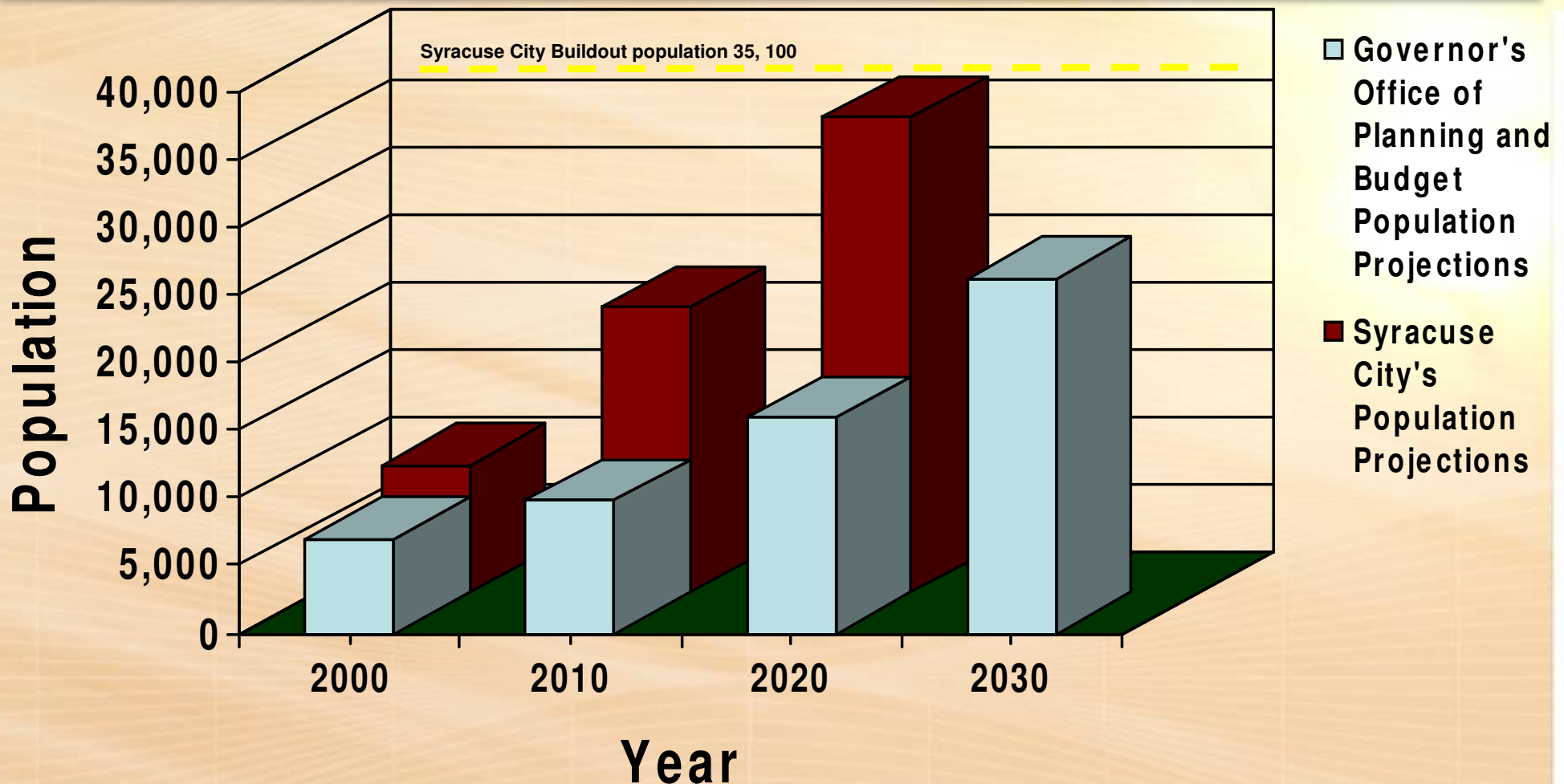
Area Population Projections



2030 data based on Governors Office of Planning and Budget projections
2000 data based on information obtained from the U.S. Census Bureau

AARC = Average Annual Rate of Change
Chapter 1







Syracuse Population Projections



- Syracuse City's projections are taken from the Syracuse City General Plan (revised February 25, 2003)
- From 1992 through 1994 the annual growth rate in Syracuse was 6.25%
- From 1995 to 2002 the growth rate has been nearly 12%
- At 6.25% annual growth rate, Syracuse will hit 35,100 mark (buildout) by 2020

Level of Service (LOS)

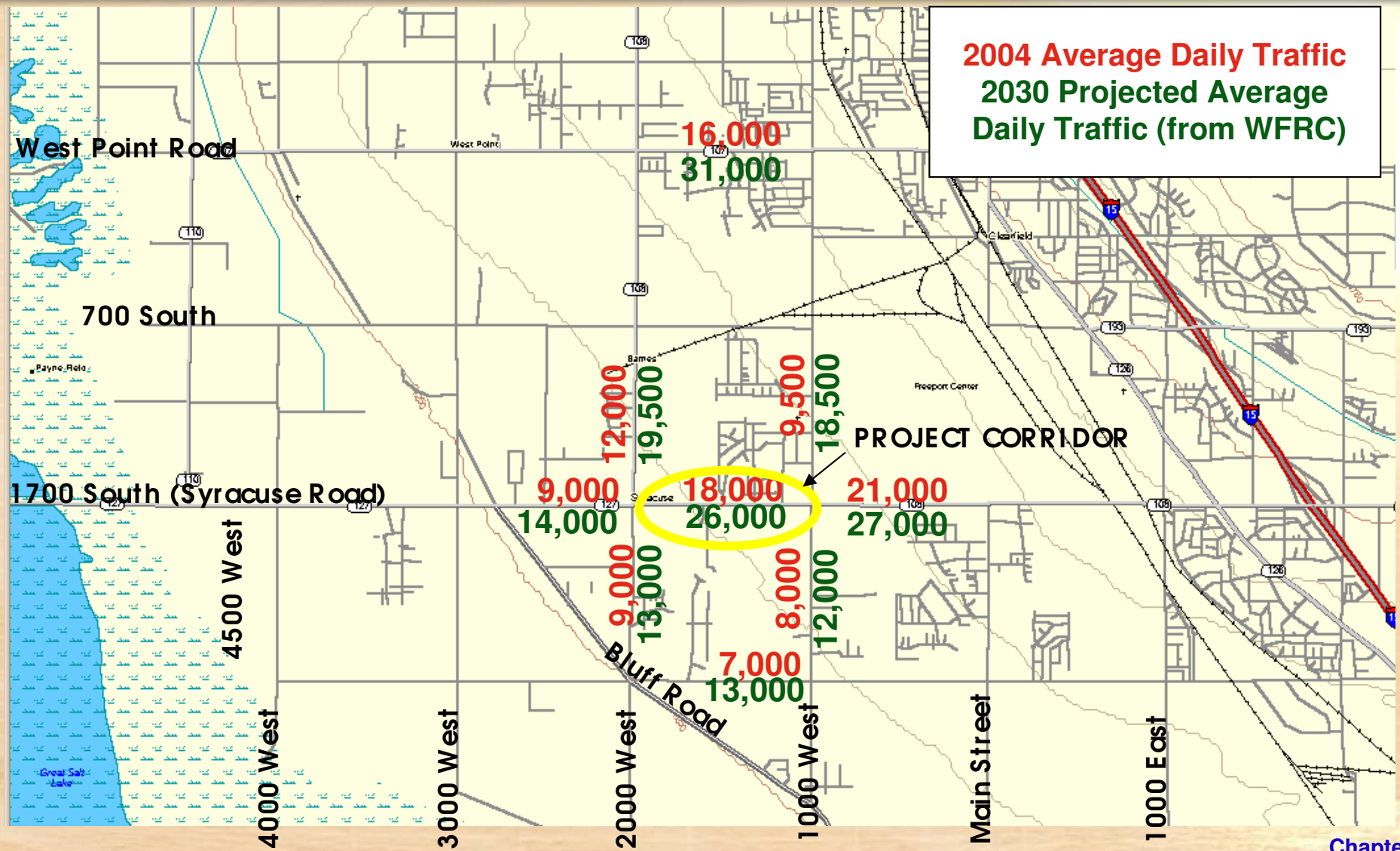
Level of Service (LOS) is a quality measure, generally in terms of such service measures as speed, travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. A given LOS (A,B,C,D,E,F) comprises or describes traffic conditions or values given from the perspective of the facility user.

A	B	C	D	E	F
					
Free-Flow Operations	Reasonably Free-Flow	Stable Operations	Borderline Unstable	Extremely Unstable	Breakdown

Level of Service (LOS)

Level of Service (LOS)	Capacity of Two Lane Suburban Arterial	Capacity of Three Lane/TSM Suburban Arterial	Capacity of Five Lane Suburban Arterial	Capacity of Seven Lane Suburban Arterial
C	10,000	11,500	26,500	40,000
D	11,500	13,500	30,500	46,000
E/F	15,000	16,500	39,000	59,000

Traffic Volumes



Alternatives

♣ No action

- ♣ Minor restoration types of activities (safety and maintenance improvements, etc.)

♣ Transportation System Management (TSM)

- ♣ Activities which maximize efficiency of the existing system (fringe parking, ridesharing, signal timing optimization, etc.)
- ♣ Efforts to reduce demand to alleviate the need for new construction (ride sharing, transit promotion, staggered or flexible work hours, walking, biking, telecommuting, etc.)

♣ Transit or multi modal

- ♣ Light rail, bus, pedestrian, bicyclists

♣ Build Alternatives

- ♣ Improvements of existing highways
 - ♣ Syracuse Road (Three Lane, Five Lane, Seven Lane)
 - ♣ Other area roadways
- ♣ New roadway corridor

The EIS shall discuss a range of alternatives, including all “reasonable alternatives” under consideration and those “other alternatives” which were eliminated from detailed study.
(23 CFR 771.123(c))

Typical Cross Sections (Three Lane, Five Lane, Seven Lane)

SEE MAP EXIBITS

Alternatives – Level of Service (LOS)

Alternative	Capacity - LOS D Traffic (vehicles per day)	Demand - Year 2030 Traffic (vehicles per day)
No action	11,500	19,500
TSM Alternative	12,000	20,000
Transit	12,000	20,000
Three Lane*	13,500	24,000
Five Lane*	30,500	26,000
Seven Lane*	46,000	26,000

*Includes TSM and Transit

Alternatives Selected For Detailed Study

♣ No action

- ♣ Satisfies NEPA's "No-action" requirement
- ♣ Can be used as a baseline to compare impacts of build alternatives

♣ Five Lane Build Alternatives*

- ♣ On corridor widening Alternatives
 - ♣ Widening equally about the existing centerline
 - ♣ North Shift
 - ♣ South Shift
- ♣ Off corridor Alignments

Reasonable alternatives must meet selection criteria and be technically feasible, economically possible, and politically practical.

*Build alternatives include TSM and Transit

5-lane design alternatives

SEE MAP EXIBITS

Summary of Impacts for Five Lane Alternatives

These are only some of the impacts. Not all impacts have been evaluated at this point in the study.

Alternative	Total No. of Relocations ¹	Total No. of Proximity Impacts ²	No. of 4(f) ³ Relocations	No. of Other 4(f) ³ Properties With Right of Way Required
Option A – Centerline	15	41	5	23
Option B – South Shift 1	25	2	14	4
Option C – South Shift 2	24	1	10	6
Option D – North Shift	39	1	18	1
Option E – Avoidance 1	13	1	3	5
Option F – Avoidance 2	11	1	3	4

- 1 Relocations have been identified wherever the resulting setback from the road would be 32% or less of the existing setback. Other relocations may be identified later on a case by case basis.
- 2 Proximity impacts are noted wherever construction of the road requires right-of-way to be acquired from the property AND the resulting setback is less than the Syracuse City ordinance of 25 feet for a front yard, 10 feet for a side yard, or 30 feet for a back yard. The proximity impacts shown here are approximations only and are subject to change based on further study.
- 3 4(f) properties include parks and historic structures (45 years old or more). These properties are protected under federal law and special consideration must be given to them.

Five Lane Typical Cross Section

MEDIANS

- 1. Painted**
 - Left turns allowed everywhere along corridor
 - Higher number of vehicle conflict points
 - Low maintenance
 - Not recommended for corridors with more than 24,000 to 28,000 vehicles per day
- 2. Raised Paved Median**
 - Provides increased safety over painted medians
 - Left turns allowed at certain locations
 - Reduces the number of vehicle conflict points
 - Provide refuge for pedestrians at crossings
 - Low/no maintenance
- 3. Raised Landscaped Median**
 - Provides increased safety over painted medians
 - Left turns allowed at certain locations
 - Reduces the number of vehicle conflict points
 - Provide refuge for pedestrians at crossings
 - City would maintain landscaping

Raised Median Guidelines

- At a minimum, there should be raised medians at major intersections
- If > 28,000 vehicles per day, raised medians should be used
- Raised medians experience 78% fewer pedestrian fatalities per 100 miles
- Two Way Left Turn Lanes (TWLTL) are only safer than raised medians when traffic volumes are low and there are few access points (less than 60 per mile)



SIDEWALKS AND PARKSTRIPS

Sidewalks

- Increases pedestrian safety
- Can be used with parkstrips
- Minimum width 4-ft (requires 5-ft by 5-ft passing area every 200 feet)
- Desirable width 6-ft
- Can be used without parkstrips (minimum width 6-ft, desirable width 8-ft)

Parkstrips

- Improves safety by increasing distance
- Between sidewalks and travel lanes
- Improves aesthetics
- Can be paved or landscaped
- Requires additional right-of-way

Clear-Zone

For 45 mph road, need 14 to 16 feet of separation between travel lane and fixed objects (fire hydrants, light/power poles, trees larger than 4-inch diameter, etc.)



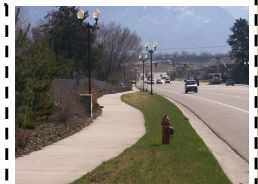
sidewalk & parkstrip



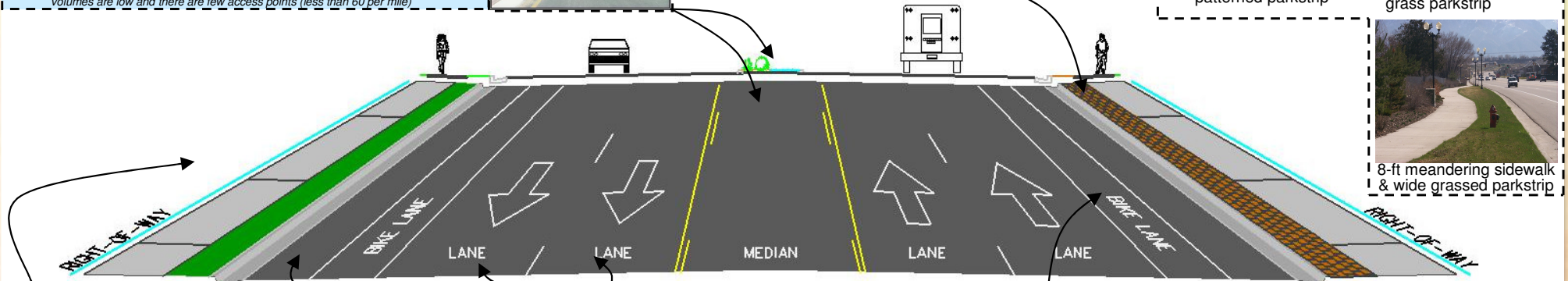
5-ft sidewalk & patterned parkstrip



5-ft sidewalk & 5-ft grass parkstrip



8-ft meandering sidewalk & wide grassed parkstrip



EASEMENTS

Utility Easements

- Syracuse City is interested in burying overhead utilities
- If overhead utilities are buried, a utility easement will be required from property owners (typical about 10-ft wide, in addition to any irrigation easements)
- Buried utilities require cost participation by Syracuse City

Irrigation Easements

- An easement behind the sidewalk would be necessary for the relocation of irrigation features
- Easement would be about 10 feet wide (in addition to any other utility easements which may be required)
- Replacement of irrigation features may include construction of turnout boxes, pipelines, ditches, etc.

SHOULDER

Shoulder Uses/Advantages

- Facilitate driveway entrance/exit
- Snow Storage
- Bus service
- Garbage collection
- Mail delivery
- Parking
- Emergency Vehicles
- Disabled vehicles
- Bicycle travel

Shoulder Options

- 12 ft wide was used on Syracuse Road between Main Street and 1000 W
- Narrower (<12-ft) shoulders require less right-of-way, but decrease shoulder benefits/uses
- Wider (>12-ft) requires additional right-of-way

TRAVEL LANES

- Necessary to accommodate traffic volumes at an appropriate level of service
- 12 foot wide lanes are recommended
- Narrower lanes can be used, but they reduce capacity and safety

BICYCLE ROUTE

- Wasatch Front Regional Council's trails master plan includes a bicycle lane along Syracuse Road
- Provides a striped and signed lane for one-way bicycle travel on a roadway shared with cars
- Requires a 5-ft bike lane in both directions



Affected Environment and Environmental Consequences

- ♣ The EIS will provide a concise description of the existing social, economic, and environmental setting for the area affected by all alternatives presented in the EIS
- ♣ The EIS will identify the social, economic, and environmental effects of alternatives under consideration and will describe the measures proposed to mitigate adverse impacts

Potential Environmental Factors

These are impacts most commonly encountered by highway projects. These factors should be discussed for each reasonable alternative where a potential for impact exists

- | | | |
|------------------------------|-----------------|-----------------------------------|
| ♣ Land Use | ♣ Air Quality | ♣ Threatened & Endangered Species |
| ♣ Farmlands | ♣ Noise | ♣ Historic |
| ♣ Social | ♣ Water Quality | ♣ Section 4(f)/6(f) |
| ♣ Relocation | ♣ Permits | ♣ Hazardous Waste |
| ♣ Economic | ♣ Wetlands | ♣ Visual |
| ♣ Pedestrians/
Bicyclists | ♣ Wildlife | ♣ Construction |
| | ♣ Floodplain | |

What is Section 4(f)?

- ♣ Federal regulations require special effort to preserve the natural beauty of public park & recreation lands, wildlife & waterfowl refuges, and historic sites.
- ♣ Impacts to Section 4(f) properties are allowed only if:
 - ♣ There is no prudent & feasible alternative to using that land and
 - ♣ The project includes all possible planning to minimize harm to the Section 4(f) property resulting from the project
- ♣ Section 4(f) properties along Syracuse Road include:
 - ♣ Historic Houses
 - ♣ Park / Recreation property
- ♣ Historic Houses are eligible for Section 4(f) if:
 - ♣ Structure is at least 45 years old
 - ♣ Has historic integrity and value
 - ♣ No major alterations (siding, roofing, windows, additions, etc)

What Now?

♣ UDOT

- ♣ Continue Public Involvement
- ♣ Continue development of alternatives
- ♣ Environmental analyses
- ♣ Prepare an EIS

♣ Public

- ♣ Please fill out a comment sheet from tonight's meeting
- ♣ Watch for additional newsletters and attend upcoming meetings (every four months or so)
- ♣ Attend Public Hearing (early/mid 2005)

Right of way Acquisition

- ♣ **Appraisal** – When UDOT approves the purchase of land for highway purposes, the property owner will be contacted by an appraiser who will make a valuation of their property.
- ♣ **Acquisition** – Once the appraisal report is complete, an Acquisition Agent will make an offer to purchase the property at the appraised value.
- ♣ **Just Compensation** – A property owner should not be better or worse off after a right of way acquisition than before.
- ♣ **Advance Acquisition** – In limited cases, UDOT may acquire property before construction of a project has been approved. The property owner must request advance acquisition in writing and must demonstrate a hardship.
- ♣ **Payment** – After signing and approval of the right of way agreement, your payment should come within 30 days.

Relocation Assistance - Residential

- ♣ **Relocation Agent** – If you are displaced by a UDOT transportation project, a relocation counselor will contact you and provide you with the needed information on moving and available relocation assistance.
- ♣ **Moving Assistance** – If you are a qualified displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving.
- ♣ **Supplemental Payment** – If you are an owner and have occupied your home for 180 days or more immediately prior to the project, you may be eligible for a supplemental payment (in addition to fair market value for your property) for costs necessary to purchase a comparable replacement dwelling.
- ♣ **Rental Assistance Payment** – Owner occupants and tenants of 90 days or more may be eligible for a rental assistance payment.
- ♣ **Downpayment** – Owner occupants of 90 to 179 days and tenants of 90 days or more may be eligible for a down payment and incidental expenses.

Relocation Assistance –

businesses, farms, and nonprofit organizations

- ♣ **Relocation Agent** – If you are displaced by a UDOT transportation project, a relocation counselor will contact you and provide you with the needed information on moving and available relocation assistance.
- ♣ **Moving Assistance** – Owners or tenants may be paid on the basis of actual reasonable moving costs and related expenses or, under certain circumstances, a fixed payment.
- ♣ **Direct Losses of Tangible Personal Property** – Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation.
- ♣ **Searching Expenses for Replacement Property** – Displaced businesses, farms, and nonprofit organizations are entitled to reimbursement for actual reasonable expenses incurred in searching for a replacement property, not to exceed \$1,000.
- ♣ **Reestablishment Expenses** – A small business, farm, or nonprofit organization may be eligible for a payment, not to exceed \$10,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site.